



The DEPLOYER



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The Deployer Mission Statement

The mission of The Deployer is to provide the community of Transportation Information Systems users, stakeholders and sponsors timely knowledge on our family of systems—systems that empower the DoD to plan, deploy, load, monitor and provide full visibility of the transportation process.

Message from the PM

As the leaves begin to turn color and fall from the trees here in Northern Virginia, the Project Management Office is busy transitioning on a number of fronts. We continue our support for redeployment operations in OIF. The 1190th Deployment Support Brigade is in the process of turning over their TC-AIMS II duties to the 7th Transportation Group. I want to personally express my appreciation for the great accomplishments of the 1190th during their tour of duty and pledge our best support to the 7th Group. Our Kuwait Support Team is already working diligently to assist in the battle hand off between the two organizations.



Mr. Robert Morris, PM, TIS

In the next few weeks we will complete Block 1 fielding at Fort Bragg. This will most likely be the last location for Block 1 fielding. I expect to have approval to begin fielding Block 2 very soon. However, due to the holiday season, we will not begin Block 2 training until early next year, at which time we will start with Fort Benning and Fort Campbell. We are very eager to move the operational TC-AIMS II onto the web. As soon as we have permission to field we will conduct a formal “coming out” ribbon cutting ceremony for our enterprise management system. However, it won’t truly be a “coming out” for the EMS since our TIS-TO customers have been utilizing the web capability for some months now.

We are also working very hard on Block 3 which will provide Reception, Staging, Onward Movement, and Integration (RSOI) capabilities to the TIS suite. Over the past several months we've held a number of requirements reviews and test meetings as we continue to refine the capabilities that will be provided and the methodology for testing Block 3 near the end of next year. As functioning modules of the Block 3 product become available we are going to ask those of you with RSOI missions to do some beta testing. This will provide you an early look at where we are heading and also provide us with the opportunity to get your feedback early in the process.

As we move toward the end of the year and the holiday season I know that you are all very busy supporting the War on Terrorism. Many of you receiving this newsletter are away from home and some in harm's way. Let me be one of the first to wish everyone a safe and blessed holiday season. Enjoy The Deployer and let us hear from you! 📧

TIS JPMO Hosts Block 3 T&E WIPT

by Gloria McBroom, TIS

The Transportation Information Systems Joint Program Management Office (TIS JPMO) hosted a Block 3, TC-AIMS II Test and Evaluation Working-Level Integrated Product Team (T&E WIPT), on 12 August and 14 October 2004 in Springfield, VA. Ms. Jean Price, Director, Technical Management Division chaired the meetings. The next T&E WIPT meeting is scheduled for 9 December 2004 and will be held at the TIS JPMO.

During the 12 August 2004 T&E WIPT, Parts One, Two and Three of the Block 3 draft Test and Evaluation Master Plan (TEMP) were updated. The draft TEMP with these changes are posted on the TIS Website for member's review at <https://www.tis.army.mil/testing.htm>. Changes to the draft Integrated Test Schedule are still ongoing.

At the 14 October T&E WIPT, members inquired about the status of the Capability Development Document (CDD), because it was their understanding that the information from the CDD will be needed to update the Block 3 TEMP. The Block 3 requirements are based on the approved Operations Requirements Document (ORD) and any draft Key Performance Parameters (KPPs), Critical Technical Parameters (CTP), Critical Operations Issues and Criteria (COIC) can be updated in the TEMP without an approved CDD. The members agreed to the inclusion of the KPPs, CTPs, COICs and ATEC's Part IV completion to the TEMP Block 3 without CDD approval.

The interfaces from Block 1 and 2 will not be tested during the Block 3 test, because Block 3 does not use these interfaces. Actions items derived from this meeting will be discussed at the 9 December 2004 T&E WIPT. ☐

TIS Participates at AUSA

TIS functional staff participated in the PEO EIS exhibit booth at the AUSA Annual Meeting and Exposition held in Washington, DC 25-27 October 2004. Our participation afforded us the chance to showcase TIS products, especially TC-AIMS II and AALPS. The exposition provided a valuable interface between TIS personnel and our current and potential customer base. ☐

Is there something you would like to read or hear about in the next issue of The Deployer? Please send your ideas and suggestions to:

tiswebmaster@eis.army.mil

TC-AIMS II: Packaged and Ready for Duty!

by Edward Lukasek, SRA International

SRA International Team, Mr. Ed Lukasek and Mr. Joel Kendhammer, instruct the TC-AIMS II Course at the Army Reserve Readiness Training Center (ARRTC). They show students how important it is to have the TC-AIMS II equipment properly packed. Packaging of this high tech equipment is very critical during shipment and storage. The system is packaged in a foam-filled, air pressurized, high impact plastic box. Areas are molded into the foam to fit the components securely. "There has been a lot of attention to detail in the design of the shipping boxes for TC-AIMS II components", said Mr. Kendhammer. The supply Sergeant for the ARRTC, SFC Richard Gibbs, was shown how the equipment was packed in each of the three shipping boxes. "It's so organized for our troops said SFC Gibbs. It reminds me of the old tool boards, found in the motor pools, where the shape of the tool was painted on the tool board so it would have a spot to be stored. "Not only is it important for the equipment to arrive in operational order but also it is also very important to account for each component", said Lukasek. There are packaging diagrams in each box to show where each component belongs, making it easy to account for each component. "This equipment is an integral component of TC-AIMS II and just knowing that the equipment is properly packed, can relieve a commander's concern of broken equipment due to poor packaging", said Lukasek. ☐



SRA International Team, Mr. Ed Lukasek and Mr. Joel Kendhammer discuss component packaging with Supply Sergeant First Class Gibbs.

Customer Service is Our Watchword

by Steve Williams, Titan Corporation

In an effort to better support our customers, the Transportation Information Systems, Program Management Office has added very competent and capable personnel to its TIER 1 help desk staff. The new additions represent a 100 percent increase in personnel staffing and the increase is a direct correlation to the number of service requests being received on a daily basis.

As many of you know, the TIS help desk staff is responsible for answering calls related to TC-AIMS II, TC ACCIS, TIS-TO, AALPS applications and our two tools DS2T and AMFT. This hasn't always been the case. Just a few years ago, the TIS staff were only answering calls for TC-AIMS II and TC ACCIS. With the addition of the new applications and tools, plus the growth in our originally supported

applications, the request volume has soared. (see figure 1.1)

To assist TIS in handling the increased request volume and to better support our beloved customers... you the Soldiers, Sailors, Airmen, and Marines—we would like to welcome Ann, George, Mike and Shavolume.

Ann Lubbers—Ann is a graduate of the University of Tennessee with a Bachelor's Degree in History and Political Science, and a Masters Degree in History from the University of North Carolina at Charlotte. Ann has worked in the help desk industry for nine years in various capacities as a consultant, manager, and symposium speaker. She has recently come to TIS from consulting for the British help desk software company,

visited several exciting places such as Cuba, the European Union and Central America. His next travel adventure will lead him to Japan in 2005.

Mike Shives—Mike is a graduate of Bloomsburg University of Pennsylvania with a bachelor's degree in Biology. After working in the biotech industry for several years he made a career change to Information Technology. Mike has five



From left to right; George Taylor, Shavolume Dunkley, Ann Lubbers and Mike Shives

years experience working on help desks. He recently came to TIS from a contract supporting the U.S. Army Medical Research and Materiel Command at Fort Detrick, MD.

Shavolume Dunkley—Shavolume is a 2004 Graduate of George Mason University with a Bachelors Degree in Managed Information Systems and a minor in Information Technology. She is an active volunteer in her community, teaching younger children in after school programs to learn their ABC's and 123's. 🖨

Axios Systems.

George Taylor—George is a 2003 graduate of West Virginia University with a Bachelors Degree in Economics and a minor in Communications. George is an inveterate world traveler who has

Total Number of Request Per Month

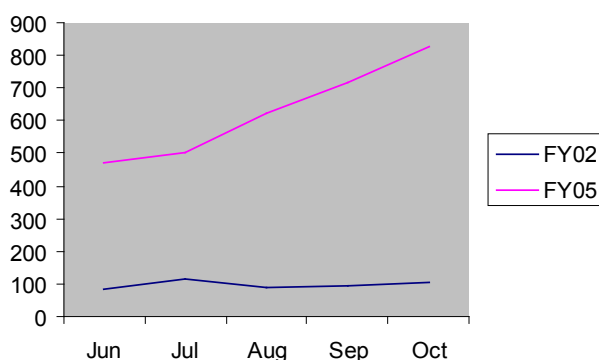


Figure 1.1

What are Active and Passive RFID Tags?

by James Wynn, Functional Analyst, TIS

Occasionally, JPMO is asked about the difference between active and passive Radio Frequency Identification (RFID) tags. Although we could provide definitions, examples and usage of the tags, we thought it was best to defer to the experts at PM AIT for a more definitive explanation since they deal with tagging more frequently than we do. PM AIT provided the following information:

What is an "active" RFID tag?

A RFID tag is an **active** tag when it is equipped with a battery that can

be used as a partial or complete source of power for the tag's circuitry and antenna. Some active tags contain replaceable batteries for years of use; others are sealed units.

Typical characteristics include a one, or two-way radio transceiver (one-way for ID only, locator tags; two-way for tags with data storage and/or interactive command sets) [e.g., user defined tag database query]. These tags may, or may not have


memory (either erasable, programmable, or random access) for storage of user defined data, and they have a battery, which is used to send the data back to a reader. Depending on the type of tag, they may also have a CPU, and read only memory to store the tag's firmware and allow the tag to respond to user commands (Savi tags have a CPU and ROM, as well as on-board, user defined memory). Active tags typically have far greater read range (up to 300 feet), and often are more omni directional in reader orientation (depending on operating frequency).

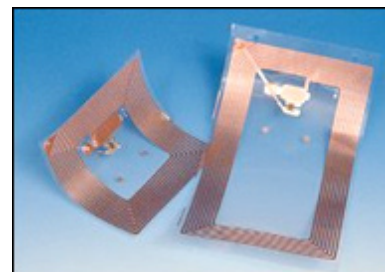
What is a "passive" RFID tag?

A **passive** tag is a RFID tag that does not contain a battery; the power is supplied by the reader. When radio waves from the reader are encountered by a passive RFID tag, the coiled antenna within the tag forms a magnetic field. The tag draws power from it, energizing the circuits in the tag. The tag then sends the information encoded in the tag's memory.

Passive tag technology was designed to meet the needs of high volume users, the tag devices being small, low cost, short-range devices. Passive technology is generally used for access control, and applications where high-speed data collection is not required. The reader is a radio transmitter and antenna system designed to accept the very weak radio signal from the tag, once energized. Tags

may be read only, or read-write, with the ability for the user to update and therefore hard code information to the tag. Typical applications are for hands free access control, pet and animal tagging inventory management, and asset control. Tags range from miniature 2.12mm glass injectable tags for pet identification, to specialized 50mm and above tags for industrial applications. Tags may be programmed with unique or sequential identification markers, and are available in many sizes and formats.

To further confuse matters, passive tag systems can be sub-categorized into low and high frequency technology. Low frequency is generally used for single or sequential tag read applications, where a large quantity of tags is required. High frequency systems are used for applications where multiple tags are read simultaneously, often as many as 25 or 30 tags at a time. High frequency systems generally have superior anti-collision properties, typical applications include clothing audit, document tracking, etc. 




Examples of Passive RFID Tags

An Innovative Approach to Training

by Ralph Ocasio, PM AIT

The US Army Transportation Center and School has taken an innovative approach to training Officers and Enlisted Soldiers in the use of the Movement Tracking System and the ITV Server. The school has set up a classroom where each workstation can either resemble an MTS setup, down to the same mounting fixtures used on today's trucks, or a radio frequency identification tag burn station. The same workstation can also be used to link into either the Training ITV server or the real world ITV server network in order to help students understand the uses and capabilities of the ITV network supported and managed by PM AIT. After the classroom training portion is completed, the Soldiers then apply what they have learned in a distribution based exercise that lets them use the RFID equipment and the MTS exactly as they would in a deployment or sustainment operation scenario.


The POC is: MAJ John Burgess (Chief HRTB), T-School IMOD; MS Pat West (Chief IMOD), T-School. 



Officers and Enlisted Soldiers training in the use of the Movement Tracking System and the ITV Server.

TIS-TO Incorporated into TC-AIMS II

by Robert White, TIS


As TIS-TO (formerly DAMMS) is currently undergoing redesign for incorporation into TC-AIMS II, we encourage our users to identify any processes or procedures that should be included or eliminated from the new theater operations system. This can be accomplished by your command submitting a DA form 5005R Engineering Change Proposal-Software (ECP-S) to the DPMO, US Army Transportation Center, Fort Eustis, VA 23701. The DPMO will determine whether the ECP-S is a valid requirement to be incorporated into the system. Our motto in developing the theater operations portion of TC-AIMS II is "Do It Right the First Time." Our goal is to provide the user the most effective and efficient automated transportation information system possible to support planning, programming, coordinating and controlling movement and transportation resources in a theater of operations. 

Automated Air Load Planning System (AALPS), Version 4.3.3 User Acceptance Tests

by John Molter, FC Business Systems

The Automated Air Load Planning System (AALPS), Version 4.3.3 User Acceptance Tests were successfully conducted at Naval Air Terminal (NAVAIRTERM), Norfolk, VA during the period of October 18–22, 2004. For the first time, AALPS was tested in the Citrix server-based (enterprise/internet) environment as well as in the Single Platform (SPI) or standalone mode.

Some of the major enhancements incorporated into this version consist of the following:

- The Marine Corps can now perform queries based on Table of Authorized Material Control Numbers (TAMCNs).
- Load Plan Editor now includes two additional modes of loading:
 - Items can be grouped and loaded in a single location.
 - Selected items from a DEL can be loaded in a user-defined sequence.
- C-130J (stretch), C-130 Armored, MC-130P, and C-17CP-1M have been added to the list of available aircraft that can be loaded by AALPS.
- Automated Load Planner functions have been improved. 

The Mobility Warrant Officer: Simplifying Deployment

by Lieutenant Colonel Peter B. Everitt, USA
(Retired)

The Army projects its combat power to locations throughout the world using a joint deployment process in a joint environment. This time-sensitive process requires immediate and rapid response, the simultaneous execution of multiple actions, and an in-depth knowledge of the Joint Operations Planning and Execution System.

As the combat commander prepares his unit for deployment, he also plans for employment, tailors his force, conducts rehearsals, and gathers intelligence; he is totally engaged. All the while, he must input movement requirements rapidly and accurately to the Defense Transportation System automated network.

In the past, commanders successfully deployed their forces through

determination, hard work, and great leadership. The deployment challenge, however, will only get tougher as Army personnel move to achieve the Chief of Staff's deployment goals. Determination alone will not suffice.

But there is good news. For the first time, a deployment expert—the mobility warrant officer (MWO)—is readily available to the combat commander. Thirty-eight of these highly trained

MWOs have graduated from the Army Transportation School at Fort Eustis, Virginia, and are now at their assigned units. They know the joint deployment process and are familiar with the latest deployment information systems and planning and implementation tools.

What is a Mobility Warrant Officer?

The MWO, military occupational specialty (MOS) 882A, is the commander's key staff officer for deployment planning, execution, advice, coordination, and training. The MWO is a competent and proven expert who can help the commander minimize the complexity of deployment in a joint environment. Specifically, an MWO is a skilled technician who—

- Advises the warfighting commander on all facets of the joint deployment process.
- Executes the rapid transmission of movement requirements in the Defense Transportation System.

- Provides expert traffic management, throughput, and operational-lift advice in an OCONUS (outside the continental United States) environment.

The Road to Success

The Vice Chief of Staff of the Army approved the concept for the MWO in July 1997. Initially, the intent was to replace Transportation Corps lieutenants with MWOs in certain Transportation Corps units. The plan later was modified so that the first MWOs were assigned to the first 2 interim brigade combat teams (IBCTs), now known as Stryker brigade combat teams (SBCTs), forming at Fort Lewis, Washington, and the division transportation offices of the ten active divisions. These MWO positions in the SBCTs and divisions are now filled, and more positions are being filled in corps movement control battalions, movement control teams, and other critical transportation organizations.

We will prioritize solutions which optimize smaller, lighter, more lethal, yet more reliable, fuel efficient, and more survivable options. . . we intend to transform the Army, all components, into a standard design . . . that (will) allow us to put a combat capable brigade anywhere in the world in 96 hours once we have received execute liftoff, a division on the ground in 120 hours, and five divisions in 30 days.

— General Eric K. Shinseki, Chief of Staff of the Army

- Develops and conducts unit training on the tactics, techniques, and procedures associated with unit deployment operations.
- Identifies and remedies force projection and strategic deployment shortcomings.
- Plans and coordinates the deployment and redeployment process.

The Transportation Corps is actively seeking candidates for this program. Competition for selection to attend the MWO Course has been intense.

Initially, most MWO candidates came from MOS 88N, traffic management coordinator. However, the prerequisites have been changed to include candidates

Mobility Warrant Officer, continued from page 6

from any MOS or service. This change was made to attract a wider pool of highly qualified candidates who had performed in a variety of deployment positions. The minimum prerequisites are as follows: E4 (promotable), two years of documented deployment experience, a working knowledge of computer hardware and software applications, and an understanding of the complex deployment process. Graduation from the Unit Movement Officer Deployment Planning Course and an associate's degree are desirable additional qualifications.

Institutional Training—A Work in Progress

All candidates must successfully complete the Warrant Officer Candidate Course at Fort Rucker, Alabama. The new warrant officers then proceed to the Mobility Warrant Officer Basic Course at Fort Eustis for an 18-week program of instruction that includes detailed course work in the joint deployment process, the Defense Transportation System, unit movement operations, strategic mobility operations, and joint deployment information systems. Students are taught to use a wide variety of transportation and deployment information systems, including the—

- Transportation Coordinator's Automated Information for Movement System II (TC-AIMS II).
- Transportation Coordinator Automated Command and Control Information System (TC ACCIS).
- Global Transportation Network (GTN).
- Deployment and Sustainment Support Tool (DS2T).
- Automated Air Load Planning System (AALPS).
- Global Air Transportation Execution System (GATES).
- Joint Deployment Logistics Model (JDLM).
- Automated Movement Flow Tracking (AMFT).



MWO Course students complete a practical exercise in small groups.


The course culminates in an integrated deployment exercise, during which the MWOs role-play supporting the deployment of a brigade-sized unit from CONUS to an overseas theater. It leverages the work of the Transportation School, the Deployment Process Modernization Office, and the Joint Deployment Training Center at Fort Eustis. The intent is for MWOs to learn how to deploy Army forces under joint deployment conditions.

Program Success

The program already is proving successful. In the active force, MWOs currently are assigned to the ten divisions

and two SBCTs, eight transportation movement control battalions, six transportation movement control teams, and two transportation groups. Three National Guard units and seven Reserve units also have MWOs. They are providing commanders and their staffs with deployment expertise, formulating prepackaged unit deployment lists, advising and training unit movement personnel, and serving as a ready resource on improving the deployment process. Currently, 68 MWO positions are authorized for active units, 12 for Army National Guard units, and 72 for Army Reserve units.

In a short time, the MWOs have made an impact in the field, developing movement plans, training, validating unit movement books, and coordinating with support elements. The next step will be to introduce the MWO into every brigade-sized combat and combat support unit in the Army.

As the number of MWOs increases, the momentum of changing how our Army prepares and trains for deployment will increase. The MWO is an essential component of making strategic responsiveness a reality. Ernest Hemingway said, "Never confuse movement with action." In future force projection, the MWO will be the key to ensuring that every movement produces the desired action. 

- Joint Operations Planning and Execution System (JOPES).
- Joint Force Requirements Generator II (JFRG II).

Lieutenant Colonel Peter B. Everitt, USA (Ret.), is a doctrine writer with the Deployment Process Modernization Office at Fort Eustis, Virginia. He has a bachelor's degree from Pennsylvania Military College and a master's degree from Florida Institute of Technology.

TC ACCIS

How to E-mail a CBL

by Alain Wampouille, CSC

Overview:

1. Log in as root
2. Create the "CBL" message body (Only required the very first time)
3. Change directory to where the data files are stored.
It's the HOME directory of the user that printed the CBL
4. List the 2 files and make one file
5. E-mail the file

Steps:

Let's suppose we want to send CBL 20000054 and the user who generated the CBL is ito3:

```
# cd /trans/tcaccis/usr/ito3
```

```
# ls -lt | head
```

```
total 9842
```

```
-r----- 1 ito3  auth  0 Dec 19 2003 .lastlogin
-rw-r--r-- 604 root  tcaccis 2581 Jul 11 2003 .profile
-rw-rw---- 1 ito3  tcaccis 569 Apr 15 2003 P_20000054.txt
-rw-rw---- 1 ito3  tcaccis 30789 Apr 15 2003 C_20000054.txt
-rw-rw---- 1 ito3  tcaccis 98 Apr 15 2003 save.out
-rwxr-xr-x 1 ito3  tcaccis 62379 Apr 15 2003 20000054.com
-rwxr-xr-x 1 ito3  tcaccis 2718 Apr 15 2003 20000054.hdr
```

A CBL is made up of two files:

1. The header file, i.e., 20000054.hdr
2. The continuation pages, i.e., 20000054.con.

First, concatenate the two files into one new file with a .doc extension to be compatible with WORD:

```
# cat 20000054.hdr 20000054.con >20000054.doc
```

Next, create the message text (only required the first time):

```
# echo "This is the CBL" > CBL
```

Then, E-mail the one file:

```
# mutt -a 20000054.doc -s CBL2000054 jean.doe@fort.army.mil < CBL
```

where -a is the file to attach

where -s is the email subject

where jean.doe@fort.army.mil is the addressee

where CBL is the body of the email

AALPS

AALPS Uninstall

In uninstalling the AALPS application under DII COE, both SSO and SA roles are required on the account used for the uninstall process of the AALPS database. On a system installed with the TIS Database segment, only the Sybase sa account has both these roles and that account is locked. The aalpsadmin account has the ability to unlock the Sybase sa account so it can be used during the uninstall process.

During the AALPS uninstall, use the aalpsadmin account and aalpsadmin account password to unlock the Sybase sa account in accordance with the following steps. (Note: these directions replace steps 6 and 7 in the SIP section for Uninstall of AALPS.)

6. In the AALPS Database Setup window, enter aalpsadmin in the box labeled Sybase Login ID, enter the aalpsadmin account password in the box labeled Password and click Uninstall. The Enter Password window is displayed.

7. In the Enter Password window, enter the Sybase sa password and click OK.

Continue with the remaining steps in Section 5.1.2 Uninstall AALPS in the SIP.

Do you have a technical tip you'd like to see in the next issue of The Deployer?
Please send your ideas and suggestions to:

tiswebmaster@eis.army.mil

Can We Use the Line Printer Terminal (LPT) Port?

by Eric D. Brown, Naval Operational Logistics Support Center (NOLSC)

Occasionally, users have too many hardware devices to use with their PC or laptop. Although you may have multiple devices only one can be connected to the serial port, COM1, at a time. A solution that allows users to use other available ports is to use a port is called "Line Printer Terminal", better know as the LPT port.

By using this port for a barcode printer, it frees switching of hardware through the serial port (COM 1). This gives more flexibility to users to assign the LPT port to a device and leave the other serial port for a handheld (PDT 8146) connection.

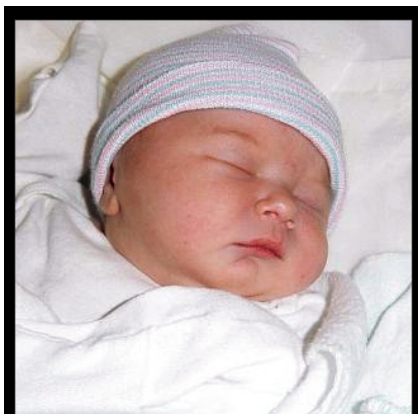
Below are the steps to follow to install the barcode printers to the LPT port:

1. Locate the Zebra Z4MDriversv2_4.exe file on the TIS Disk2 CD ROM in the Optional_Software directory [The file is a self-extracting .zip file.]
 2. Double-click on the file. The WinZip Self-Extractor window is displayed.
 3. Click <OK>. The WinZip Self-Extractor window is displayed.
 4. Click <OK>. The WinZip Self-Extractor ZebraZ4Mdriversv2_4.exe window is displayed.
 5. In the Unzip to Folder box type in C:\DriversZ4M. Click <UnZip>.
 6. The WinZip Self-Extractor window is displayed with the message Z4M file unzipped successfully.
 7. Click <OK>.
 8. From the Windows Desktop click Start -> Settings -> Printer. The Printers window is displayed.
 9. Double-click on <Add Printer>. The Add Printer Wizard is displayed.
 10. Click <Next>. The Local or Network printer window is displayed.
 11. Click on the <Local printer> radio button and uncheck the Automatically detect and install my Plug and Play Printer box. The Select the Printer Port window is displayed.
 12. Click on the <LPT Port>. Click <Next>.
 13. Click the <Have Disk> button. The Install from Disk Window is displayed.
 14. Click the <Browse> button. The Locate File window is displayed. Locate the DriverZ4M directory you just created and double-click on it. The Locate File window is displayed.
 15. Select the <OEMSETUP.INF> file. Click the <Open> button. The Printers window is displayed
 16. Click <OK>. Scroll down to the Z4M 200 DPI Printer and click <Next>. The Name your Printer screen is displayed.
 17. Accept the default printer name. Click the <No> radio button in response to the message "Do you want to use the printer as the default printer?"
 18. Click <Next>. The Printer Sharing Screen is displayed. Click the <Do not share this printer> radio button.
 19. Click <Next>. The Print Test Page window is displayed. Click the <Yes >radio button.
 20. In the next two Printer Wizard screens click <Next> and then click <Finish>.
 21. Click <Yes> to accept the digital signature. The Test Page is being printed window is displayed.
 22. Click <OK>.
 23. In the Printers window, locate Zebra Z4M 200dpi printer (or Z4000 200dpi). Once located, right-click on the printer and select Properties.
 24. In the Zebra Z4M 200dpi Properties window, click on <Security Tab>.
 25. In the Security tab, click <Everyone> to highlight. In the Permission box next to the default Printer box click on the <Allow> box to select it. Click on the boxes for <Manage Printers> and <Manage Documents> below Allow to Grant Access.
- NOTE:** You must select Manage Printers and Manage Documents to allow printer port re-direction to work.
26. Click on <General Tab>.
 27. In the General Tab, click Printing Preferences button. The Zebra Z4M 200dpi Printing Preferences window is displayed. Observe the Label Size box specifies the Width as 4.000 or 5.000 (or 10.000). If the Width is NOT displayed as 4.000 or 5.000, edit the values to display 4.000 or 5.000.
 28. Observe the Label Size box specifies the Height at 6.000 (or 10.000). If the Height is NOT specified at 6.000, edit the values to display 6.000.
 29. Uncheck the box next to Send ZPL Header.
 30. Click <OK> to close Zebra Z4M 200dpi Printing Preferences window.
 31. Click <OK> to close the Properties window.
 32. Select File -> Close to close the Printers window. ☐

Transitions

New Family Members Arrive

Mackenzie Anne Decker was born October 18, 2004 at 5:12 AM. The daughter of Holly and Chris Decker weighed eight pounds, one-half ounces and was 18" long. Holly and Mackenzie are both doing well. Mackenzie's two sisters, Brittany and Morgan, now spend time arguing on who is going to hold her. Congratulations Holly and Chris!



Mackenzie Anne Decker, October 18, 2004



Bianca Lean O'Neal, October 14, 2004

We are also happy to announce that Lee O'Neal, TC-AIMS II Fielding Team, and his wife Johann are the proud parents of their newborn daughter, Bianca Lean O'Neal. Bianca was born October 14, 2004 at 11:30 PM at Arlington Hospital, just one day before Lee returned home from Kuwait. She weighed five pounds, five ounces and was 18" long. Little Bianca, Johann, Lee and big brother Julius are all doing well, and happy to have dad home again!

Congratulations to the Decker's and O'Neal's on your new additions to the family! 📧

It's a 3-peat for TIS JPMO!

PEO EIS held its annual Summer Picnic on 25 June 2004 at Fort Belvoir's Statesman Park. It was a huge event this year, as there were hundreds of attendees some from as far away as Fort Monmouth, NJ. There was music, food and drink for all, games for the kids, door prizes and the main event was the PEO Championship Volleyball Tournament. As two time defending champs, PM TIS was on every team's hit list. After winning their first four games, TIS advanced to the winner's bracket of the finals. In the finals, TIS faced a determined team from RCAS. After losing the first game (the first game TIS has lost in over two years), TIS came back strong in the second game to successfully defend their title. No doubt, teams are probably already recruiting ringers for next year's game to try and stop the volleyball dynasty that is TIS. See you on the court next year! 📧



TIS Bids a Fond Farewell to Christopher Reading

Chris Reading has quietly provided excellent program support to the TC-AIMS II project office, while working for the Business Management Directorate. Chris joined the project office in October 2003 after serving four and one-half years in the US Army. His last assignment before leaving the Army was as a transportation/logistics officer for a PATRIOT missile task force deployed to SWA in support of OEF/OIF. Chris was awarded the Bronze Star Medal for his achievement during his nine month deployment. The experience gained by Chris during OEF/OIF was invaluable to the success of the TC-AIMS II project office during the Milestone C/B review for Block 2/3 in December 2003. After helping the project receive milestone approval, Chris has worked on the TC-AIMS II cost model and benefit analysis, conducted numerous "what-if" excursions and on several occasions analyzed the effects of proposed budget decrements on the projects cost and schedule. Chris' "Is this good for the TC-AIMS II project office?" mind-set when tackling the tough problems will be missed. We wish him the best of luck in his future endeavors! 📧



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When e-mailing the TIS Help Desk with a private e-mail address (e.g., AOL, Comcast or Hotmail), please help us by identifying yourself. Please provide the following information: your name, your location, and your association with the project. If we do not have the necessary information, we will respond to your e-mail with a request for more information, which only slows down the process in resolving your problem or answering your question.

Please help us so that we may better help you.

Thank you for your cooperation. 📧

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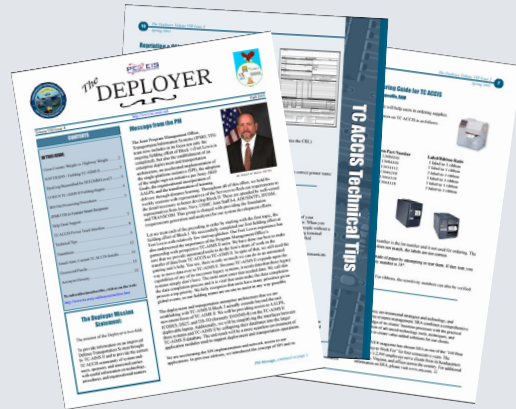
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